

SPECIFICATION FOR UNSEALED PAVEMENTS: DIGOUT REPAIRS

1. SCOPE

This specification sets out the requirements for repairs to the pavement structure in unsealed roads, where a digout is required.

To achieve long term maintenance objectives of Transit New Zealand the following principles shall be followed:

- (a) The Contractor shall inspect all roads within the contract in order to meet the response times, prepare a schedule of repairs required, the areas and proposed method of repair and submit the schedule to the Engineer together with the proposed work programme. The schedule shall indicate priority work.
- (b) The Engineer shall review the Contractor's schedule and programme, adjust for technical and budget restraints (if any) and return to the Contractor.
- (c) The Contractor shall carry out digout repairs in accordance with this specification and the adjusted schedule, and be responsible for subsequent maintenance of the repairs during the Contract period.
- (d) The above shall be carried out within the response times specified in clause 2 below.
- (e) Only work on the adjusted schedule will be paid for.

2. RESPONSE TIMES

The response times to carry out work in Clause 1 of this specification, are scheduled by the Engineer in the Contract documents.

3. WORK SCHEDULE

All work scheduled by the Contractor shall be in terms of Transit New Zealand State Highway Route Positions and shall list priority work for particular road groups.

No claims for extras will be considered if the Contractor does not work off the sheets reviewed by the Engineer and returned to the Contractor or carries out work not scheduled or work in excess of the scheduled areas unless authorised by the Engineer.

4. PROPOSED METHOD OF REPAIR

The scope of this specification and schedule of rates recognises the following methods:

- (a) Excavation of failed area, backfilling with compaction, and the use of geotextile fabric and/or installation of drainage if required.
- (b) In-Situ Stabilisation using either cement or lime or a combination of them and replacement of maintenance aggregate to the existing minimum depth at time of repair.

Alternative methods of repair shall be detailed by the Contractor at time of tender including a suitable schedule item for payment.

5. VARIATION TO PROPOSED METHOD

The Contractor shall immediately advise the Engineer of any variation required to his proposed method of undertaking the digout if such variations become apparent after excavation has commenced.

Once the digout is commenced the Contractor shall proceed promptly with the repair. Should any additional work be required due to delay in completion of the digout after commencement, the cost of additional work shall be borne by the Contractor.

6. EXCAVATION AND DRAINAGE

All failed, weak or saturated areas in the existing pavement scheduled on the repair schedule shall be excavated to the dimensions stated.

The digout and any drainage trenches shall be excavated with side slopes suitably battered inwards. The base of the excavation shall slope towards the berm at between 4.5% and 6% to match the crossfall of the existing pavement.

The base of the excavation shall be thoroughly compacted and contain no hollows which could pond water.

Any improvement to drainage proposed within the water tables shall be agreed with the Engineer.

7. BACKFILLING

The backfilling shall comprise thoroughly compacted basecourse overlaid with a compacted depth of maintenance gravel to the existing minimum depth at time of repair.

All basecourse and maintenance aggregate shall conform with the nominated specification in the contract documents.

8. COMPACTION

Compaction of the backfilled material shall produce a digout repair that is uniformly dense and stable and will not move under the action of traffic.

8.1 Finished Surface

The finished surface of the repair shall be constructed to the same crossfall and gradient as the adjacent pavement. The finished surface shall be such that it does not allow water to pond.

At the joint between the existing pavement and the completed repair there shall be no discernable difference in level.

9. IN SITU STABILISATION

When the Contractor wishes to carry out in-situ stabilisation, full details of the method proposed shall be submitted to the Engineer.

10. PERFORMANCE CRITERIA

The performance of the Contractor during the Contract period will be measured by the following criteria:

- (a) That all digouts are repaired in accordance with this specification within the response times stated.
- (b) That repaired digouts maintain a smooth riding surface for the duration of the contract of no lesser quality than the balance of the road.
- (c) The Contractor's demonstrated ability to identify and schedule repair work in a competent manner.

11. BASIS OF PAYMENT

The tendered rates shall include allowances for all costs associated with the work, including removal to dump of surplus material and maintenance of the repair.